



CHAPTER NINE

TECHNICAL DOCUMENTATION

PLANS

SECTIONS

ELEVATIONS

DETAILS

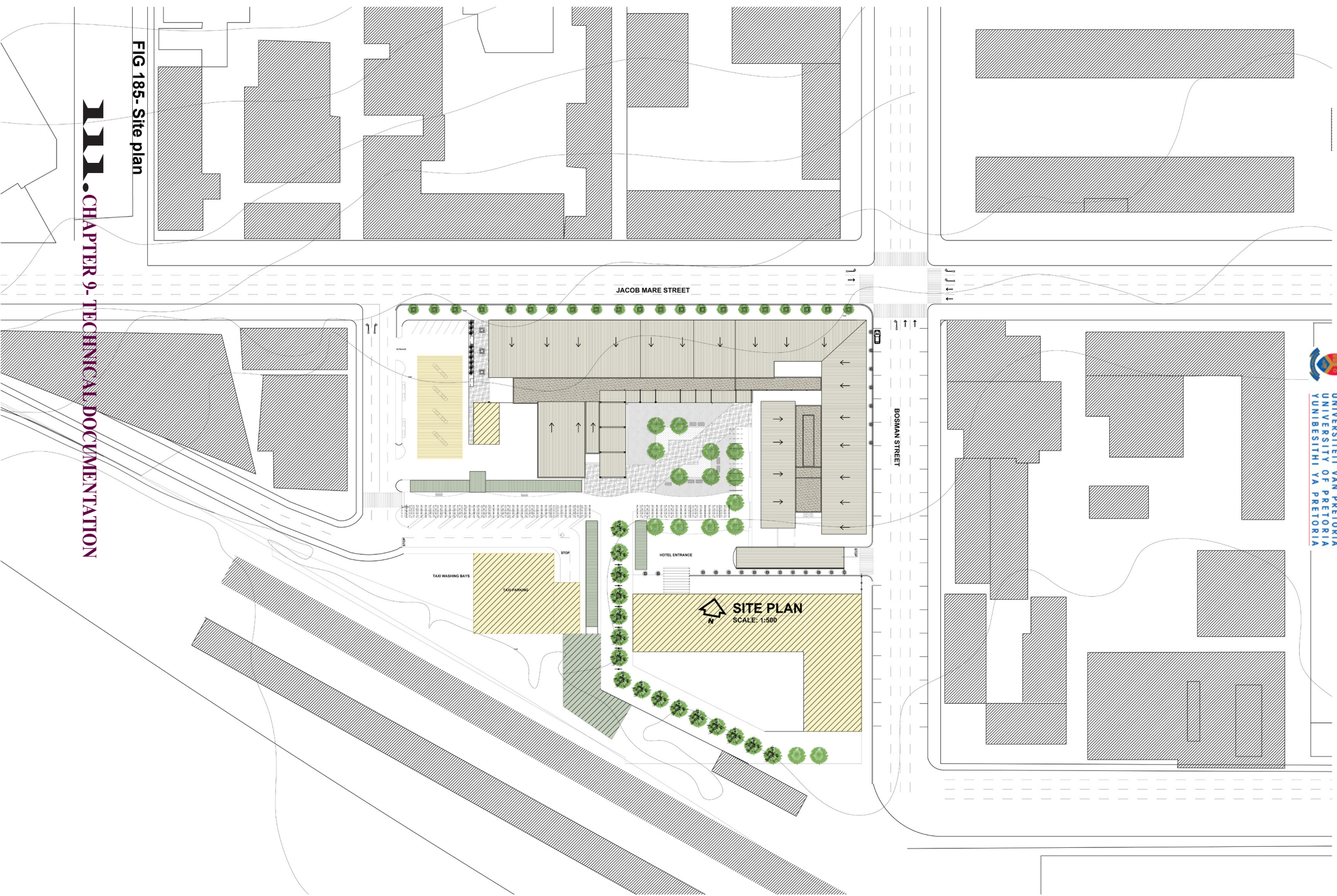


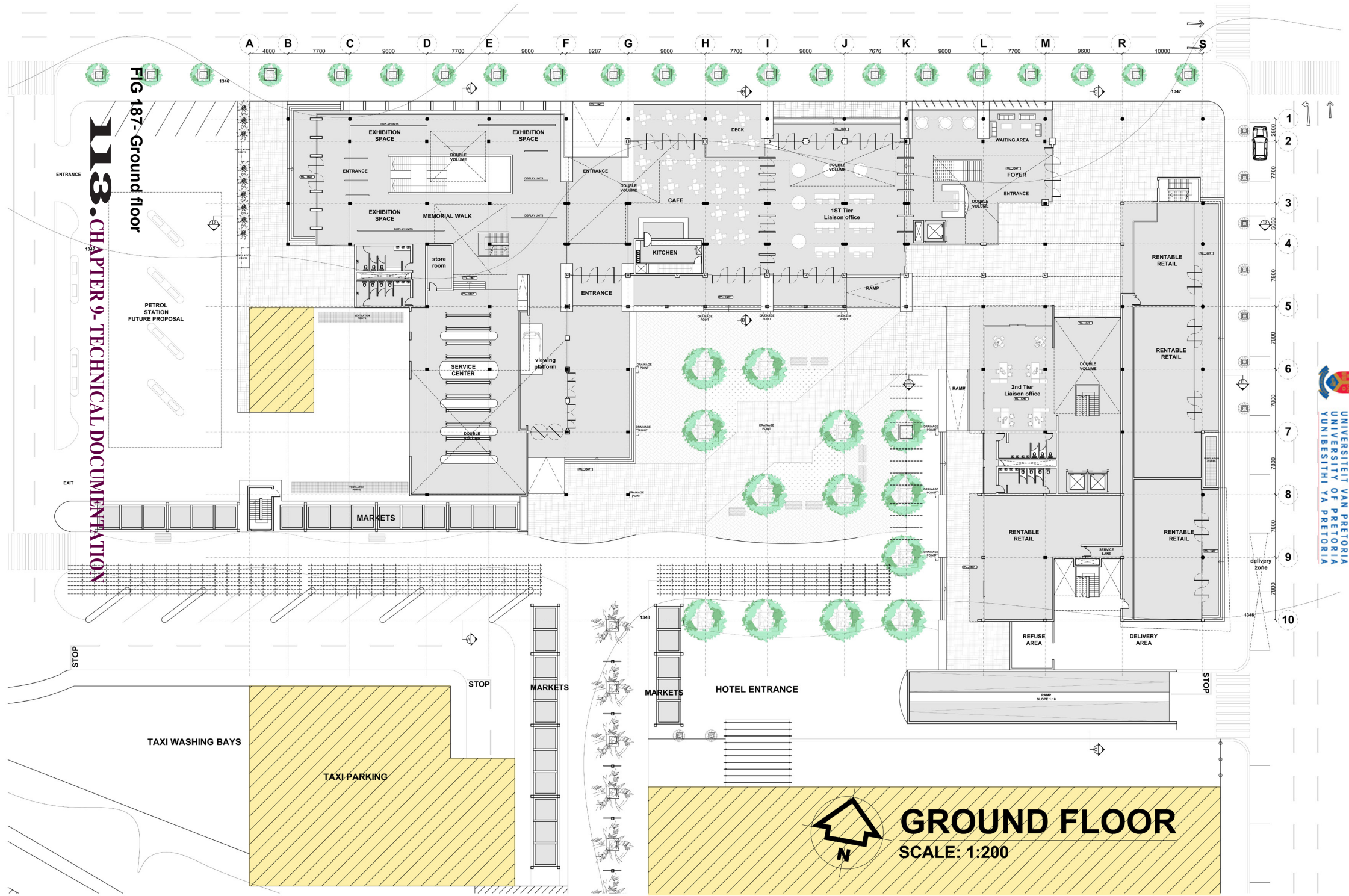
FIG 185- Site plan

FIG 186- Basement plan



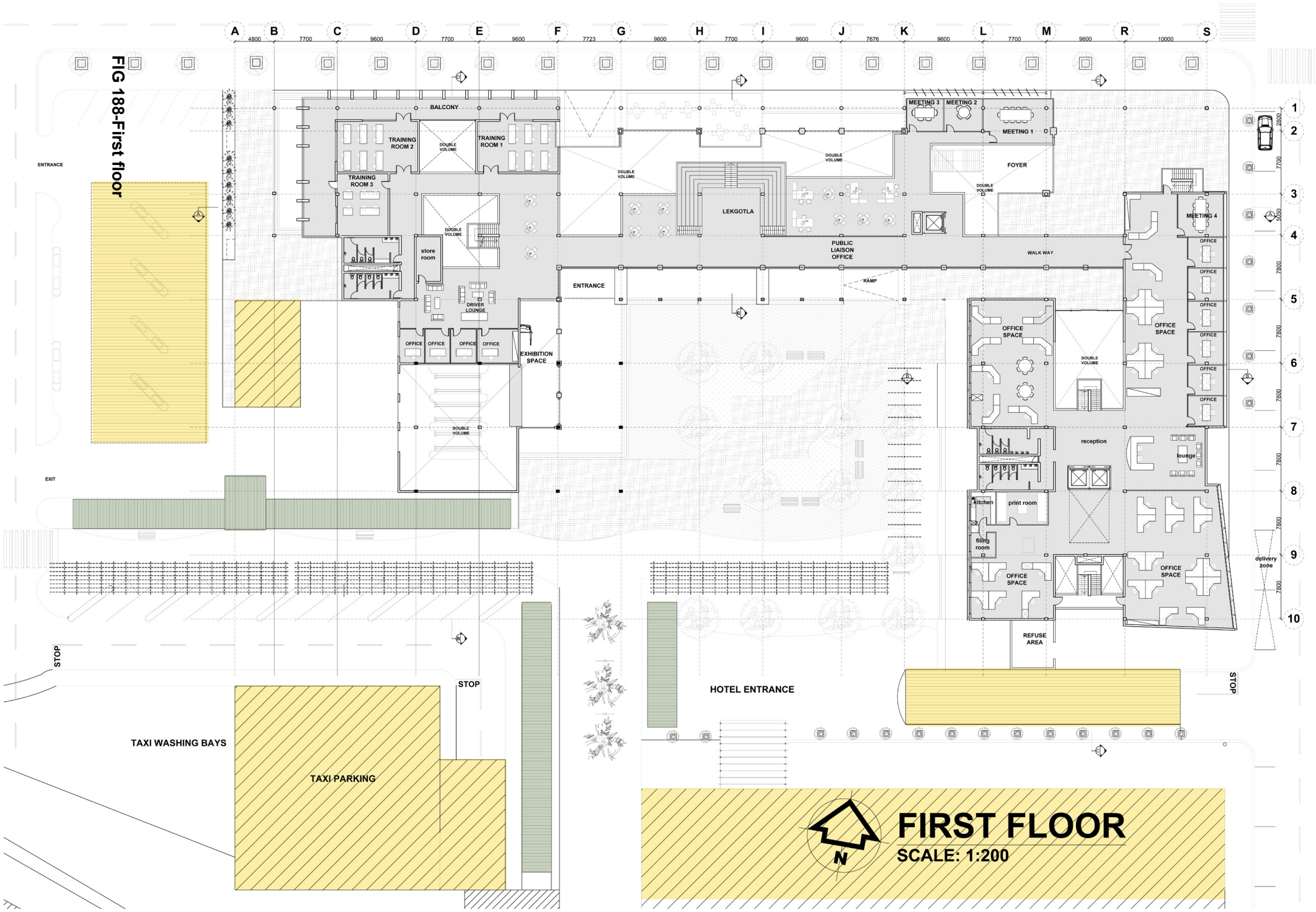
BASEMENT LEVEL
SCALE: 1:200

FIG 187- Ground floor



GROUND FLOOR
SCALE: 1:200

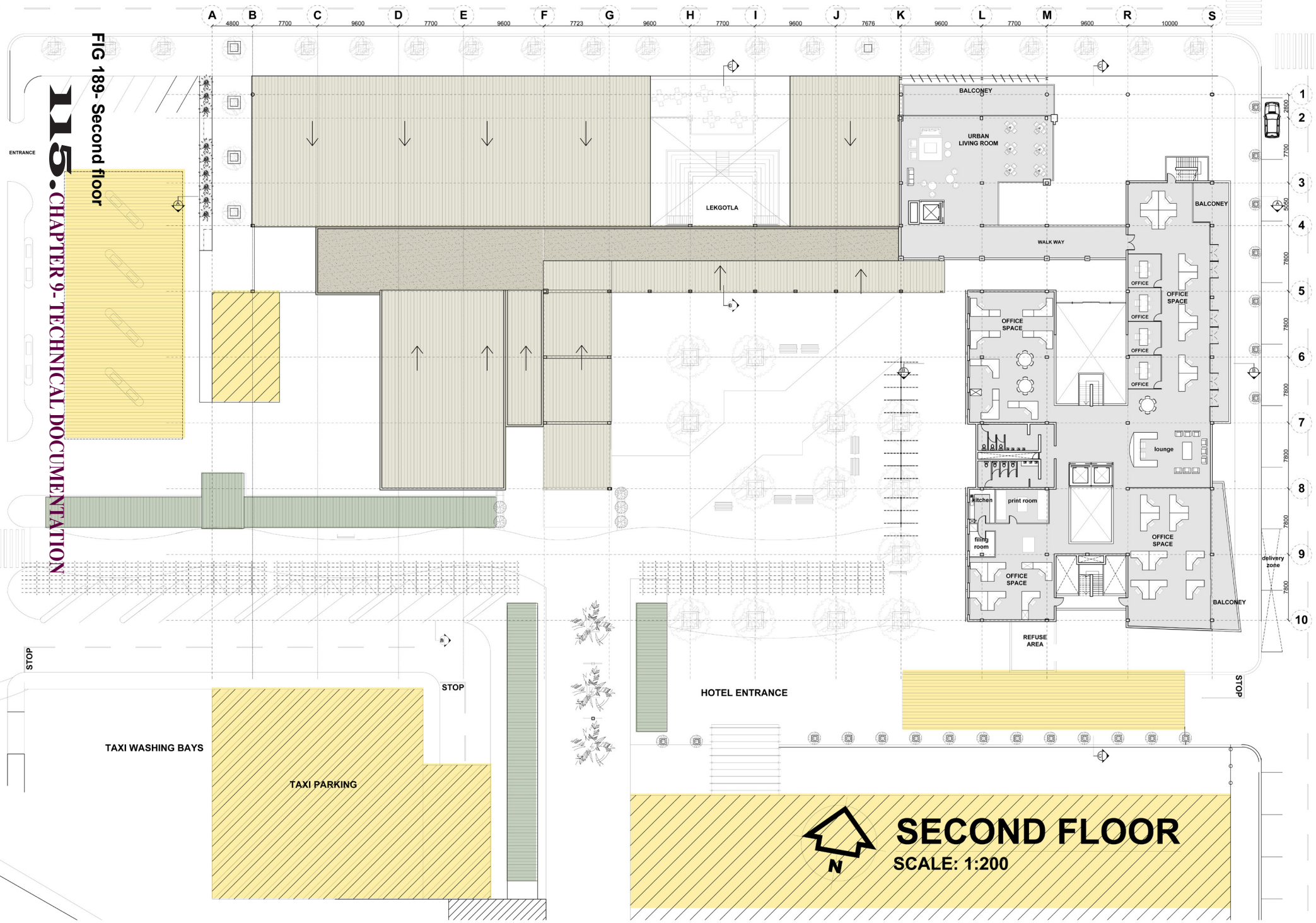
FIG 188-First floor



 **FIRST FLOOR**
SCALE: 1:200

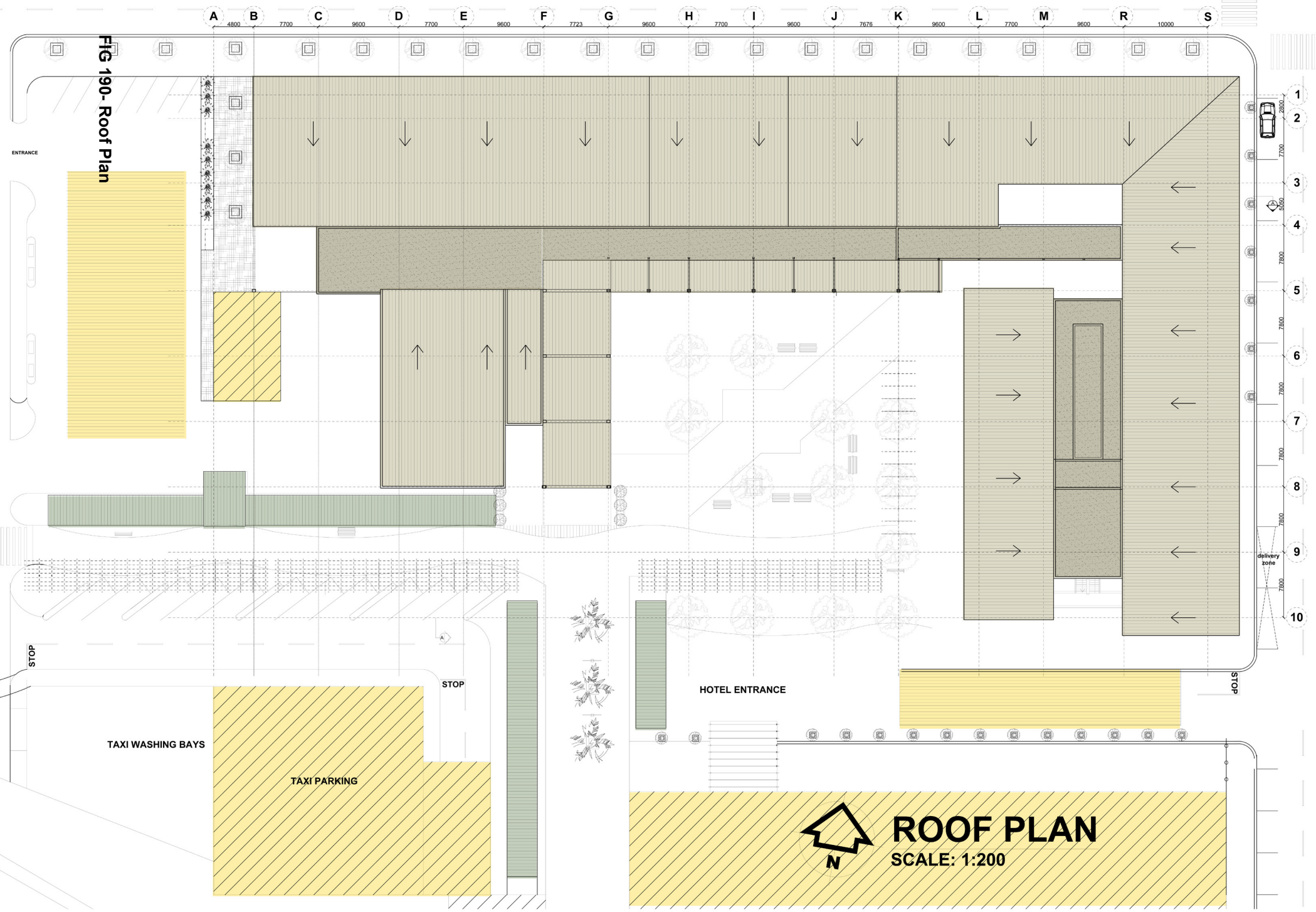
115 • CHAPTER 9 - TECHNICAL DOCUMENTATION

FIG 189- Second floor



SECOND FLOOR
SCALE: 1:200

FIG 190- Roof Plan



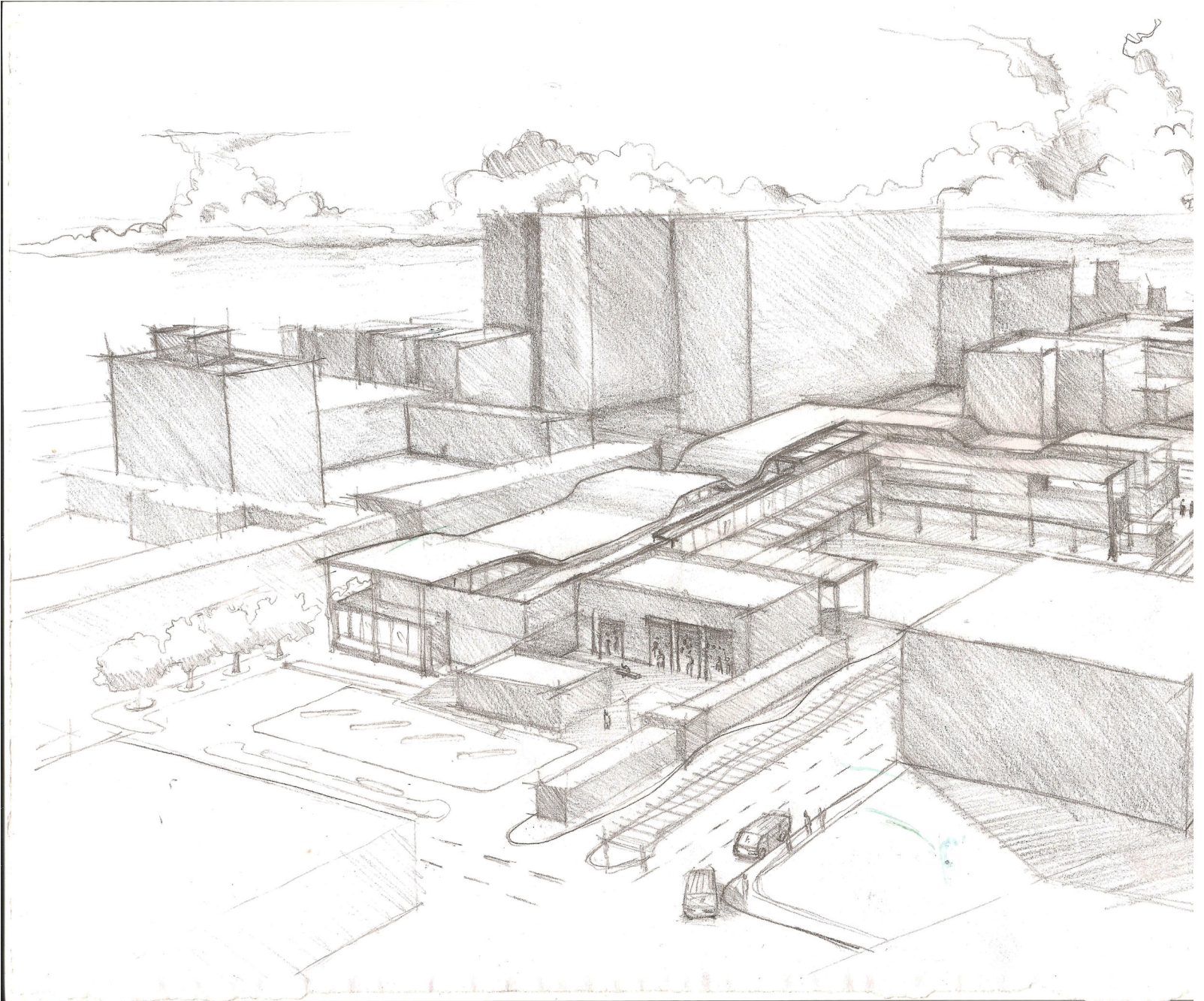


FIG 190- Perspective

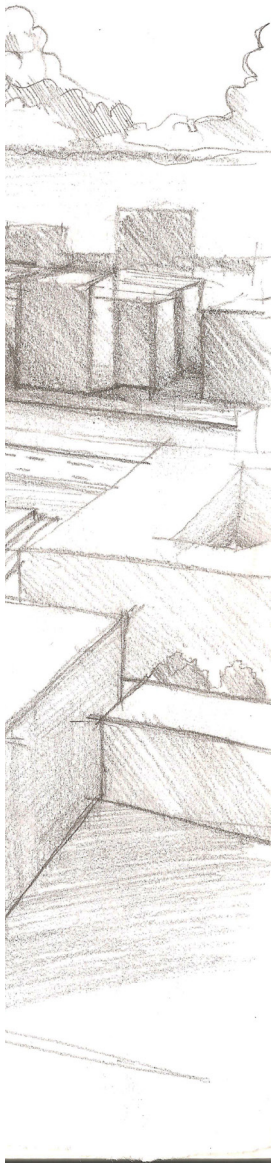
CONCLUSION

With its inception originating from the arrival of the industrialisation period to its prominence stirred by government policies of the apartheid regime (primarily the forced removals act, and colour bar), the taxi industry has been a system run by the people for the people. Its relevance and importance to the working class community is unprecedented and arguably unrivaled.

However, since its beginnings, the industry has been marked by in violence, a lack of accountability, and the recognition of a higher authority. These circumstances have led to the industry developing a reputation of an ungovernable, renegade industry with self-serving ideologies.

The theoretical point of departure informing this thesis is to investigate the correlations between architecture and identity. In so doing the thesis aims to discover a methodology in which architecture could be used to quantify, re-define and formulate identity. After extensive research, the methodology adopted in the thesis stipulates that the erudite manner in which to formulate identity, is to: one; use programmatic arrangements/ functions which highlight each facet of the taxi industry. Two: To have the architecture relay the narrative of the taxi industry through the use of spatial articulation. Three: Through the use and re-interpretation of architectural typologies that pertain to transport, (more over the taxi industry) architecture. Finally the intention is to do so in a manner which foster integration between all stakeholders of the industry (the general public, the taxi drivers, and the regulatory body)

The final architectural product produced within this thesis is the culmination of a mythology in which the three stipulated identity formulation methods are strategically assimilated into a cohesive architectural edifice. The building represents the taxi industry through its incorporation of all facets of the industry, its architectural re-interpretation of transport architecture, and its ability to programmatically address the needs of the industry.



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